

Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

## Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

## Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

## Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9Z, Airspace Designations and Reporting Points, dated August 6, 2015, and effective September 15, 2015, is amended as follows:

*Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.*

\* \* \* \* \*

#### ANM UT E4 Ogden-Hinckley Airport, UT [Modified]

Ogden-Hinckley Airport, UT  
(Lat. 41°11′44″ N., long. 112°00′47″ W.)  
Hill AFB, UT  
(Lat. 41°07′26″ N., long. 111°58′23″ W.)

That airspace extending upward from the surface within the area bounded by a line 4

miles northwest and parallel to the 225° radial of Ogden-Hinckley Airport, extending from the 4.3-mile radius to 16 miles southwest of the airport, thence to lat. 40°57′3″ N., long. 112°12′44″ W., thence to lat. 41°10′59″ N., long. 111°54′31″ W., thence to the point of beginning.

Issued in Seattle, Washington, on June 2, 2016.

**Tracey Johnson,**

*Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2016–14105 Filed 6–16–16; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31078; Amdt. No. 3697]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective June 17, 2016. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of June 17, 2016.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### For Examination

1. U.S. Department of Transportation, Docket Ops-M30, 1200 New Jersey

Avenue SE., West Bldg., Ground Floor, Washington, DC, 20590–0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Navigation Products, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: [www.archives.gov/federal-register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal-register/code_of_federal_regulations/ibr_locations.html).

#### Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

#### FOR FURTHER INFORMATION CONTACT:

Thomas J. Nichols, Flight Procedure Standards Branch (AFS–420), Flight Technologies and Programs Divisions, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) Telephone: (405) 954–4164.

**SUPPLEMENTARY INFORMATION:** This rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or removes SIAPs, Takeoff Minimums and/or ODPS. The complete regulatory description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part § 97.20. The applicable FAA forms are FAA Forms 8260–3, 8260–4, 8260–5, 8260–15A, and 8260–15B when required by an entry on 8260–15A.

The large number of SIAPs, Takeoff Minimums and ODPs, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff

Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure, and the amendment number.

#### *Availability and Summary of Material Incorporated by Reference*

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPS, Takeoff Minimums and/or ODPS as identified in the amendatory language for part 97 of this final rule.

#### *The Rule*

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as Amended in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts.

The circumstances that created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C. 553(d), good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a

“significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### **List of Subjects in 14 CFR part 97**

Air traffic control, Airports, Incorporation by reference, Navigation (air).

Issued in Washington, DC on May 20, 2016.

**John S. Duncan,**

*Director, Flight Standards Service.*

#### **Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or removing Standard Instrument Approach Procedures and/or Takeoff Minimums and Obstacle Departure Procedures effective at 0901 UTC on the dates specified, as follows:

#### **PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES**

- 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

- 2. Part 97 is amended to read as follows:

#### *Effective 23 June 2016*

Kokomo, IN, Kokomo Muni, ILS OF LOC RWY 23, Amdt 10B  
 Kokomo, IN, Kokomo Muni, RNAV (GPS) RWY 5, Amdt 1  
 Kokomo, IN, Kokomo Muni, RNAV (GPS) RWY 14, Orig-B  
 Kokomo, IN, Kokomo Muni, RNAV (GPS) RWY 23, Amdt 1B  
 Kokomo, IN, Kokomo Muni, RNAV (GPS) RWY 32, Orig-B  
 Kokomo, IN, Kokomo Muni, Takeoff Minimums and Obstacle DP, Amdt 1  
 Park Rapids, MN, Park Rapids Muni-Konshok Field, ILS OR LOC RWY 31, Amdt 1D  
 Park Rapids, MN, Park Rapids Muni-Konshok Field, RNAV (GPS) RWY 13, Orig-B  
 Park Rapids, MN, Park Rapids Muni-Konshok Field, RNAV (GPS) RWY 31, Orig-B  
 Park Rapids, MN, Park Rapids Muni-Konshok Field, Takeoff Minimums and Obstacle DP, Amdt 1

Park Rapids, MN, Park Rapids Muni-Konshok Field, VOR RWY 13, Amdt 9B

Picayune, MS, Picayune Muni, RNAV (GPS) RWY 36, Amdt 2

Picayune, MS, Picayune Muni, RNAV (GPS) Y RWY 18, Orig

Picayune, MS, Picayune Muni, RNAV (GPS) Z RWY 18, Amdt 2

Picayune, MS, Picayune Muni, VOR-A, Amdt 1

Sallisaw, OK, Sallisaw Muni, NDB-A, Amdt 2, CANCELED

Fond Du Lac, WI, Fond Du Lac County, LOC RWY 36, Amdt 1

Fond Du Lac, WI, Fond Du Lac County, RNAV (GPS) RWY 18, Orig

Fond Du Lac, WI, Fond Du Lac County, RNAV (GPS) RWY 36, Amdt 1

Fond Du Lac, WI, Fond Du Lac County, VOR RWY 18, Amdt 7

#### *Effective 21 July 2016*

Kiana, AK, Bob Baker Memorial, RNAV (GPS) RWY 6, Orig-C

Unalaska, AK, Unalaska, GPS-E, Orig, CANCELED

Unalaska, AK, Unalaska, NDB-A, Amdt 3

Unalaska, AK, Unalaska, RNAV (GPS)-B, Orig

Leadville, CO, Lake County, LOZUL THREE Graphic DP

Sandpoint, ID, Sandpoint, LOC-A, Amdt 2

Sandpoint, ID, Sandpoint, RNAV (GPS)-B, Amdt 1

Sandpoint, ID, Sandpoint, Takeoff Minimums and Obstacle DP, Amdt 1

Fryeburg, ME, Eastern Slopes Rgnl, NDB RWY 32, Orig, CANCELED

Fryeburg, ME, Eastern Slopes Rgnl, NDB-B, Amdt 2, CANCELED

Winnemucca, NV, Winnemucca Muni, VOR RWY 14, Orig-B

New York, NY, John F Kennedy Intl, RNAV (GPS) Z RWY 13R, Orig, CANCELED

Rochester, NY, Greater Rochester Intl, ILS OR LOC RWY 22, Amdt 8B

Rochester, NY, Greater Rochester Intl, ILS OR LOC RWY 28, Amdt 32

Waverly, TN, Humphreys County, VOR/DME OR GPS-A, Amdt 2C, CANCELED

Delta, UT, Delta Muni, Takeoff Minimums and Obstacle DP, Orig-A

Jackson, WY, Jackson Hole, GEYSER FIVE Graphic DP

[FR Doc. 2016-14165 Filed 6-16-16; 8:45 am]

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